

The State Chronicle

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D. H. BROWDER, - Bus. Manager.

HALL W. AYER - Asso. Editor.

WEDNESDAY, APRIL 9, 1890.

Equal and Exact Justice to all Men,
of whatever State or Persuasion, Re-
ligious or Political.—Thomas Jefferson.

WHY THE SOUTH IS SOLID.

The CHRONICLE has more than once
said that the people of the South owe it
to themselves and to posterity to put on
record a full history of the Reconstruction
period. We are glad to see that a book
of the character needed is to be
issued, and that its authors are men of
position both of honor in their States
and in the entire country.

A Washington special in Sunday's At-
lanta Constitution says: "Representa-
tives HERBERT, of Alabama; HEMPHILL,
of South Carolina; TURNER, of Georgia;
STEWART, of Texas; WILSON, of West
Virginia; ex-Representative BARKSDALE,
of Mississippi; Senators VANCE, of North
Carolina; PASCO, of Florida; VEST, of
Missouri; and W. M. FISHER, of Ar-
kansas; Ira P. JONES, of Tennessee; O.
S. LONG, of West Virginia; and B. J.
SAGE, of Louisiana, have collectively
written, and will soon publish, a book
entitled 'Why the South is Solid: or Re-
construction and its Results.' It un-
dertakes to narrate, fairly and dispassion-
ately, in a concise and popular form,
the history of the reconstructed govern-
ments in each State, showing how
the Republicans obtained control, and
how they lost it; figures and facts as to
the shrinkage of values and the in-
crease of debt and taxation under
these governments, and the prosperity
of the South under the present aus-
pices."

The CHRONICLE would like to see, as
supplemental to this Southern work, a
complete history of reconstruction in
North Carolina—one that would go into
details and afford a complete justifica-
tion of the people of the State. COL. W.
L. SAUNDERS is the man to prepare such
a work, and with the assistance of HON.
FRED. N. STRUDWICK, HON. A. M. WAD-
DELL, and others we might mention, a
book could be prepared that would do
for the State what 'Why the South is
Solid' will do for the entire South. It
would be the most popular book ever
published in the State and the most val-
uable as a contribution to the history of
the State in its stormiest period.

GEN. SICKLES AGAIN.

The CHRONICLE noted a few days ago
that GEN. DANIEL E. SICKLES had been
appointed Mayor of New York. This re-
nounce into public office of the man, who
was Military Commander in North Caro-
lina just after the war, has created more
of a ripple than we supposed. The New
York correspondent of the Baltimore
Sun writes to that paper as follows:

Tammany circles are further disturbed
by a menacing rumor that the real reason
why GEN. DAN SICKLES took the
sheriff's office was that he would like to
be mayor. Of course the boys don't re-
lish any such prospect. It almost seems
a return of the Hewitt reign at the City
Hall, but it is an evil they can hardly
ward off should the General's ambition
be in earnest. As the reformer of the
sheriff's office, he could command an in-
dependent nomination for mayor, and
with the aid of his large private fortune
and large political experience could
easily compel success. The wigwag
braves, therefore, may have to adopt
him as their own candidate to save him
from being taken up by their adversaries.
There will be many wry faces over the
dose, but it will have to go down if the
political doctors think it necessary. As
was predicted when SICKLES came to the
front again after his long seclusion, he
is not in the game for fun. The man
who was a Democratic leader of import-
ance in BUCHANAN's time is not likely to
be taught any tricks by the babies of to-
day.

THE MONEY QUESTION.

If the whole money in circulation
was doubled, prices would be doubled;
if it was only increased one-fourth, prices
would rise one-fourth.—J. S. Mill.

In Virginia, Easter music was fur-
nished in some of the churches with
brass band accompaniment. The papers
say it was a great attraction.

It is New Bern that has 25-are street
lights, and not Greenville, as we stated.
Greenville will follow New Bern's ex-
ample before a great while.

THE Reidsville Review is now pub-
lished daily, and is appreciated at this
office six times more than when it only
reached us once a week.

Rev. Dr. Cuyler, a great New York
Presbyterian divine, preached his fare-
well sermon on Sunday. He was given
a purse of \$25,000.

"SAND with stink in it" is what the
Salisbury Truth calls commercial fertil-
izers.

ANOTHER RAILROAD.

Greensboro Seeking to Increase Its
Rail Road Facilities.
[Editorial Correspondence.]

GREENSBORO, N. C., April 8th, 1890.—
Greensboro has long enjoyed the ad-
vantage of being a railroad centre, and
this advantage has had much to do with
the solid character of the recent boom
that is giving this town its enviable
reputation. It is destined to be a great
commercial and manufacturing centre,
and to have increased railroad facili-
ties and greater competition in rates
which means cheaper freight rates.

The CHRONICLE, some weeks ago, al-
luded to the fact that efforts were being
made to build a railroad that would
give Greensboro a direct line to Norfolk.
I had a talk with COL. KEOGH, of this
place, on Saturday night, who, with
HON. D. F. CALDWELL (the venerable
and honest "Uncle Frank," as he is fa-
miliarly called), had been out speaking
to the people on the line of the proposed
road. They were full of faith that the
road would be built. Mr. CALDWELL
had devoted much of his speech to a
history of Internal Improvements in the
State. No man has taken a deeper in-
terest in the financial and internal
improvement questions than "UNCLE
FRANK," and no man is more familiar
with the legislation of the State, not a
little of which he shaped while a mem-
ber of the Legislature.

Last night I had another talk with
COL. KEOGH about the plans of the com-
pany, the country through which the
road will run and the outlook for an
early start upon the work. Few men
have studied practical railroading more
than COL. KEOGH, and few men among
us have greater faith in the future of
the State than he. In response to in-
quiries, he gave me statements of extra-
ordinary interest in regard to the pro-
posed road and the country through
which it will pass which the CHRONICLE
is glad to print.

"If you will group," he said, "six
counties—Guilford, Alamance, Caswell,
Orange, Person and Granville—you will
have the territory in which I am at work
with the people agitating the construc-
tion of a railroad from Greensboro to
some point on the Atlantic & Danville
Railroad, so as to get an outlet to Port-
smouth and Norfolk. The project is well
received. Each township along the pro-
posed line is being organized. Where a
road is needed, and the country is
inviting and the people prosperous, it
looks reasonable to think we will succeed,
and that I am not on a wild goose
chase."

I asked: Does your company propose
to build the road alone, or to solicit as-
sistance from the people in the counties
through which it will pass?

"The people along the line cannot be
expected to furnish all the money to
build the road," said COL. KEOGH. "All
I want is that they do their share—their
best. One who has not been through
the country between Greensboro and
Blue Wing or Oxford can have no idea
of the possibilities of that territory.
There is no finer tobacco belt in the
world. It has a monopoly of the gold
leaf. The soil is good for grass and
grain, and there is no better stock coun-
try. Fifty per cent of the land is cov-
ered with magnificent timber of all
kinds. The country is abundantly wa-
tered and its altitude gives it a superb
climate. The choicest fruits and grapes
grow there, and with railroad facilities,
will be made a source of great revenue."

Have not the wide-awake men of Ox-
ford manifested a desire for your road to
go through that town?" I asked.

"Yes, there was some talk of extend-
ing the line to Oxford instead of Blue
Wing, but that line is so much longer,
and would cost so much more that we
have confined ourselves to the connec-
tion with the Atlantic and Danville at
Blue Wing. The Yanceys and others
interested in the copper mines in Person
county and near Blue Wing are very
much interested in our success, and will
aid us. We want to get to Norfolk
from Greensboro and must join with
those who are willing to help us."

What could you expect your receipts
to be the first few years? I asked.

"There is little doubt that our road
will pay fixed charges from the first day
of its construction. It will run through
a farming district that is far superior to
any equal area in any Southern State.
There is no exaggeration about this. I
mean what I say. Our railroad would
soon double the population. People
would be glad to leave their poor farm-
ing lands and get into any of the terri-
tory tributary to the Greensboro and
Norfolk R. R. It would be far prefera-
ble to going to any Western or Northern
State."

How do the people feel towards your
scheme? was my next inquiry.

"They are earnestly and enthusiasti-
cally with us. They see that they are
getting behind in something that rail-
roads promote and foster, and they are
determined to get out of the woods. If
you will reflect it will occur to you that
the counties of Guilford, Alamance,
Caswell, Person, Orange and Granville,
are inhabited by a very superior class of
people. They have always been pros-
perous, and they have everything that
you find anywhere among well-to-do and
wealthy farmers. We propose to place
them within eight or ten hours ride of
Portsmouth and Norfolk, and our short
line of road will give them close railroad
connection with every part of the United
States. It is difficult to imagine seven-
ty-five miles of railroad that can be built
anywhere that will give as great accom-
modation and do as much good as our
road from Greensboro to Blue Wing."

Do you expect any opposition from
the railroads?

"No. Railroads will not be interested
in heading us off. They will be glad to
have us in the field. We will add to the
business."

Does your charter give the right of
municipal subscriptions? I asked.

"Yes. We have the power to take
subscriptions from townships, counties,

towns and cities. The charter provides
for elections, etc. We can take land,
money or anything in payment for stock."

Will your road be influenced by any
railroad company other than your own?

"No. We intend to build the road on
a basis of independence of all other
corporations, except the necessary traffic
arrangements. When its branches and
laterals, which are projected, are finish-
ed, it will be the best paying railroad
property in North Carolina. It will be
a link in the shortest route from middle
and western North Carolina and Norfolk
harbor, whether we go from Greensboro
to Blue Wing or Oxford or to both
places."

What is the distance between Green-
sboro and Norfolk? I asked.

"The distance from Greensboro to
Norfolk via Blue Wing will be about
217 miles. There will be but one bridge
on our line. The road will be built on
a water shed nearly the whole distance."

You say that your road would pass
through a remarkably rich country. In
what does that wealth consist? I next
said:

"To give you an idea of the business
prospects of this road, getting down to
details," said COL. KEOGH, "I can say
that the six counties I have named have
money invested in farms, farming in-
struments and live stock equal to one-
tenth of the total so invested in North
Carolina, and the value of the products
amounts to about 1.9th (one-ninth) of
the value of the total farming products
of the State. Three-fifths of all the to-
bacco grown in North Carolina is raised
in these six counties—say 1,800,000
pounds, at an average of ten cents a
pound—that is money revenue from one
crop. The orchard product is not less
than \$400,000, and would soon amount
to a million encouraged by the quick
transportation which our road would
furnish to Philadelphia and New York
via Norfolk. Fruit is profitable, and the
tobacco crop averages \$18.50 an acre,
that is three times more than cotton,
and six and seven times greater than
the average yield in money for corn
and wheat."

Tobacco and fruit are sent to market
from the railroad to the country which
we expect to supply with a railroad.
Most of this wagoning is done for thirty
and forty miles at an expense of fifty
and seventy-five cents a hundred pounds.

The six counties use upwards of \$200,-
000 worth of fertilizers every year.
The cotton factories on Haw River and
Reedy Fork pay \$125,000 a year for
freights.

The census of 1880 shows as follows:
Lands in the Improved Unimproved.
Alamance..... 77,779..... 129,229
Caswell..... 89,885..... 147,249
Granville..... 150,137..... 249,386
Guilford..... 148,392..... 298,361
Person..... 76,797..... 141,884
Orange..... 86,401..... 190,192

The largely increased tobacco acreage
during the past ten years changes these
figures considerably. The soil is well-
adapted to the growth of wheat, corn
oats and the grasses.

The lumber is excellent for commercial
purposes. There is great abundance of
white, red, post oak, Spanish black and
willow oak. Hickory comes next. There
is plenty of pine, dogwood, sycamore
and poplar, and sweet and black gum
are common.

The population of these counties I
have mentioned cannot be less than
160,000. We will run our road through
the centre of a country with farms em-
bracing at least 500,000 acres. I mean
that much improved land. We will
cross the Reedy Fork and Haw River so
as to get within reach of many of the
cotton manufacturing. At Greensboro
we will connect with the R. & D. and
C. & Y. V. systems, and there have
a chance at Rockingham, Stokes, For-
syth, Davidson, Randolph and Chatham
counties.

People will soon come to realize that
a railroad from Greensboro to Blue
Wing or Oxford, or to both places, will
be the key to the transportation ques-
tion in North Carolina.

I earnestly trust that the iron horse
may soon be heard to break the silence
of the "forest primeval" in this fertile
region of the good Old North State.
All that is needed, in addition to the
pluck and enterprise of the people in
those six counties, to develop the great
and varied resources, described so well
by COL. KEOGH, is railroad communica-
tion with the outside world. I am glad
to know that the people generally are
anxious to secure the road. Let it be
built, I say, and let all lend every en-
couragement to railroad building until
the State is honeycombed with them, and
until every man will have a railroad within
easy walking distance of his home. It
is so in Massachusetts, and that State is
so covered by the net work of roads that
there is no need of building more. Last
year only six miles of railroad were built
in that State. In the West there are as
many railroads as are needed. The
South must be for years the centre of
railroad building. It offers the best re-
turn for investments in railroads and we
may look forward to greater activity in
this line in the next decade than the
last quarter of a century has witnessed.

Senator Quay is in danger of having
an exposure made of his deal with the
liquor dealers, whereby prohibition was
defeated and a contribution of \$45,000
was made by the liquor men to the Har-
rison campaign fund. On account of
this drain upon their resources the
liquor men ran out of money and bor-
rowed \$38,000 from Moore & Sinnott to
finish out the campaign. Forty per cent
of this amount was to have been paid by
the Liquor Dealers' Association and sixty
per cent, by the Brewers' Association.
The liquor dealers paid their share, but
as the brewers did not settle, Moore &
Sinnott have sued to recover from them
the sum of \$22,500. Unless this amount
should be paid the whole story of Quay's
double dealing may get told in Court.
Philadelphia letter in Sun.

Dr. R. W. King, of Wilson, who is
in the city, tells the CHRONICLE that
Mr. F. W. Barnes' gin and saw mill,
near Wilson, was burned on Monday.
It caught from sparks from the engine
chimney.

W. H. & R. S. TUCKER & CO.

KID GLOVES

Kid Glove Bargains!

FOUR-BUTTON SUEDE GLOVES!

65c., worth 90c.

Eight-Button Length Mousquetaire

Suede Gloves.

85 cents, worth \$1.25.

OPERA SUEDE GLOVES.

28 inches long, French patterned, \$2.25, worth

\$3.00.

We have opened the largest stock of Kid

Gloves ever seen in Raleigh, and the special
bargains mentioned above are not poor gloves,
but cheap in the best sense of the word. It is
not a job lot of odds and ends, but regular
lines of the best makes, bought direct from
the manufacturers, and a complete list of
sizes are shown, in all the fashionable and
stylish shades suitable to the season.

W. H. & R. S. TUCKER & CO.

A. E. JORDAN,

Groceries and Provisions

I have a nice, new line of

Canned Fruits and Vegetables, Potted
Meats, Pickles and Jellies.

—FRESH LOT—

Sugar-cured Hams, Shoulders and Strips,
N. C. cured Hams and Bacon.

Best brands of Flour and Meal, Sugars,
Coffees and Teas.

Best grades of Syrup and New Crop Molasses
always on hand.

Best Goshen and fresh country Butter,
Sweet and Irish Potatoes.

For anything in the Grocery or Produce
line, give me a call and I will please you
both in quality and price. Prompt delivery.

A. E. JORDAN.

K. R. Q.

KING'S ROYAL GERMETEUR.

If you are troubled with any disease or
a complication of diseases don't despair of
being cured, until you have given "Royal
GermetEUR" a trial. It is pleasing all that are
using it and curing a great many. Many of
those that have been using this remedy for 50
days are reporting that they are cured or re-
lieved of their trouble. To-day we received
a certificate from a party in Raleigh saying
that their baby had been cured of Bronchitis
and Indigestion with K. R. Q. It is harmless
and will cure you. Give it a trial.

A. E. JORDAN, Ag't.

Prompt Delivery. Next to Citizens' Bank.

SPRING AND SUMMER

MILLINERY

HIGH NOVELTIES IN TRIMMED

AND UNTRIMMED GOODS.

A full line of Children's Hats at all

Prices.

Novelties in Ribbons, Flowers, Feath-
ers and all Millinery Materials.

Orders from a distance will receive

prompt attention.

Prices reasonable and satisfaction guar-
anteed at

MISS MAGGIE REESE'S,

299 Fayetteville St.

I have this day leased my farm, CLOVER-

DALE, to J. Horace Davis and John
Bradshaw for a term of years. They have
heretofore conducted the business them-
selves for me, and they propose to continue it
for themselves in the same manner.

RICHARD H. LEWIS,
Raleigh, N. C. April 7th, 1890.

Having leased the Cloverdale Farm we pro-
pose to furnish butter and cream of the same
quality as heretofore desired.
The patronage of former customers is so-
licit as we guarantee to deliver nothing but
pure butter and cream.

DAVIS & BRADSHAW.

Telephone No. 118.

J. P. GUTHRIE,

Real Estate Agent,

Siler City, Chatham Co., N. C.

Correspondence solicited from all sections
of the country. Valuable farm and townlands
bought and sold. Persons desiring to locate
in this section or purchase lands will do well
to communicate with me. mch17-d&w-1m

SUMNER & WATTS,

Tonsorial Artists,

Have opened a first class Shaving and Hair
Dressing Saloon at Frapp's old stand, Fayette-
ville street, Raleigh, N. C.

SATISFACTION GUARANTEED.

mch6-tf

Magnolia Grandiflora.

For the next thirty days I will sell Magnolia
has three to six feet high for one dollar each.
From seed bed, 3 to 6 inches, five dollars per
100. Cash with order.

A. B. FORREST,

517 Polk St., Raleigh, N. C.

MONEY at SIX PER CENT.

The Best and Safest of all Building
and Loan Associations.

Endowment Building Fund

OF THE

Life Insurance Company of Virginia,
Home Office: Richmond, Va.

Capital, \$100,000.00. Assets, \$174,224.98
Surplus, \$121,357.46.

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ILLUSTRATION

Showing estimated cost and profit in seven
years of ten shares.

Subscription fee.....\$ 10
Eighty-four monthly payments, \$8 each.....672

Total cost.....\$ 682
Received at maturity.....1,000

Net profit.....\$ 318
Or nearly 50 per cent. on the investment.

Should the shares mature in six years the
profit will be 70 per cent. on the investment.
This is a higher rate of interest than can be re-
alized from any other reliable investment, at
the same time it has required only a small
saving each month.

ILLUSTRATION

Showing estimated cost and profit in seven
years to the borrower of \$1,000.

He subscribes for fifteen shares and pays—
Subscription fee.....\$ 15
Five monthly payments, at \$12 per
month.....60

He applies for and receives a loan
of.....\$1000

On which he pays interest at the
rate of 6 per cent. per annum,
being \$5 per month for 79 months,
(No premium is charged.)

He also pays 79 monthly payments
on his fifteen shares of \$12 per
month.....948

Making the total cost.....\$1,418

His fifteen shares having matured,
the Company now pays him.....\$1,500

Out of which he repays the loan
and has left in cash.....\$500

He has received \$2,000 more than he has paid,
besides having had the use of \$1,000 for
seven years at a cost of not one cent.

If twenty shares are carried the net profit will
be proportionately greater.

J. M. BROUGHTON,

Local Agent.

IMPORTED SUITINGS

—FOR—

Spring and Summer Wear.

After five years' experience in North Caro-
lina and catering to the wants of my patrons
and the public generally I find that the Im-
ported Woollens take the best and give bet-
ter satisfaction than our domestic goods.

I have bought direct this season my entire
stock of

WOOLLENS,

consisting of first-class Diagonals, Corkscrews,
English and French Silk, Tibet Granite
Cloths, Blony and Irish Tweeds, Vicuna and
Australian Woollens, in rough and smooth
face goods.

Prices have been put lower than ever before
for same quality of goods.

G